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CENTRAL INTELLIGENCE AGENCY

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SUPPLEMENT TO
REPORT NO.

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1. The state-owned German Waterways and Transshipment Company (Deutsche Schifffahrts- und Umschlagsgesellschaft)¹ (DSU) was formed in 1949 from the cooperative, Work Community-Internal Shipping (Arbeitsgemeinschaft Binnenschifffahrt).
2. The main office of the company is in Berlin, Gruenstrasse. Subsidiaries are located in all coastal and interior harbors. The following are the field offices and their areas of responsibility:

Stralsund - East Mecklenburg sea coast and Pomerania

Schwerin - West Mecklenburg, interior waterways only

Berlin-Brandenburg

Magdeburg - Saxony-Anhalt and the Elbe region

3. At the time the DSU was organized, the management was given power over all private shipping cooperatives and private shipping firms. All loading by private brokers and agencies was stopped. All interior shipping facilities owned by persons living in the West were nationalized. Only the Berlin Transportation Cooperative (Transportgenossenschaft Berlin) (TGB) and the Pomeranian Shipping Cooperative (Pommersche Transportgenossenschaft) escaped being nationalized, but their shipping operations and freight were subject to the control of the DSU. Private shippers were discriminated against and fell into debt. Freight percentages were collected from the shippers by the DSU under forged charter certificates. The shippers were thus forced to charter, i.e., to sell their ships to the DSU below their real value. The owners could remain on their former ships at a minimum salary (190 east marks per month).
4. Eighty percent of the DSU fleet needs repairs, but cannot be repaired because of the lack of materials. The vessels are allowed to operate with forged papers though they are not up to minimum requirements.

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5. About 30 percent of the entire inland fleet is continually undergoing repairs. The tugs are in the worst situation, because most of the parts needed for their repair go to the USSR where a large number of former German tugs are also in service.
6. The DSU tugs in service along the Baltic coast experience exceptionally hard wear, since they do not have any surface condensers. These are in short supply because of the lack of nonferrous metals.
7. Passenger ships have either been nationalized or chartered to the DSU. The private shippers can obtain their tickets only from the Waterways Office and must pay in advance 25 percent; 22 percent to the Waterways Office and 3 percent to the DSU. Among the ships not yet nationalized are the INSEL HIDDENSEE and the SWANTE, which belong to the Raiffeisen Cooperative as the chief stockholder. These ships sail between Stralsund, Nuendorf, Vitte, and Kloster. The 250 HP reversible motor of the INSEL HIDDENSEE is in poor condition, because of the lack of spare parts. The ship, when loaded with 500 passengers, has a draft of 1.8 meters and a speed of 10 knots an hour. The SWANTE, coal-fired, has a simple expansion engine and has a speed of 11 knots an hour. The motorship NAUTILUS, owned by (fnu) Albers of Wik/Ruegen, operates between Wik and Stralsund. It has a 120 HP motor and a speed of 9 knots an hour.
8. In order to fulfill the transportation plans, the DSU must also use some private ships. It sends private motor barges with forged documents on the high seas in order to serve Rostock and Wismar harbors. From Wismar and Stralsund vegetable oil seeds and stones are sent to Rostock. The seeds are for the VEB Oelf and the stones for construction at the Fischkombinat Rostock-Marienehe and the Warnowerft Warnemuende. Grain shipped by freighter from Koenigsberg (Kaliningrad) is brought from Rostock and Wismar to Stralsund. The grain is transferred to the Stralsund silo and from there the largest part is transhipped by tugs to Riesa.
9. In addition to the DSU, there is a Russian shipping company in Frankfurt/Oder, which operates confiscated German tugs and barges. It has the best maintained vessels used on interior waterways. Its main routes are from Upper Silesia to Stettin and to Berlin or Magdeburg. Its principal purpose is to transport coal to the smelting plants. The ships are under Russian management and the crews receive Russian food and pay.
10. The DSU experiences difficulty in sending its ships to the coast from Berlin and back since they must pass through Polish-occupied territory. The ships must wait for weeks before obtaining transit permits. The shippers and their ships must undergo a thorough inspection by the Poles at Ziegenort and Greifenhagen. The confiscation of articles of clothing by the Polish units is a daily occurrence.
11. The section of the DSU, Ocean Transport (Seeschiffahrt), which was founded in 1950/1951 was made independent in 1951 and given the name "German Ocean Shipping Company" (Deutsche Seereederei) with headquarters in Rostock. This has but one ship in operation, the VORWAERTS, formerly the JOHN AHRENS, which was confiscated from the Ahrens Shipping Company of Rostock. It is a coal-fired vessel, has a three-phase expansion engine, a loading capacity of 1,050 to 1,300 metric tons, a 650 HP motor and attains a speed of eight and one-half knots an hour. The ship is chartered to a Russian import company. The crew is made up for the most part of persons who have been investigated and who are under the supervision of a political commissar. Some of the officers are considered politically unreliable but are employed because of the shortage of qualified personnel. They are hired only through the General Shipping Administration (Generaldirektion Schiffahrt), where Grete Lipkow is the personnel director. It is the task of these officers to train reliable personnel. After this personnel has been trained, it is transferred elsewhere on some pretext.

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Comments:

1. Formerly reported as Deutsche Schiffahrts-und Umschlagsbetriebszentrale.
2. VEB Rostocker Oelmuehler, Patriotischer Weg 106, Rostock.
3. Reported as deputy secretary to Ernst Wollueber, State Secretary of Shipping and Water Economy, in [REDACTED]

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